

ICE BREAKER

Tasmania's Antarctic Business Magazine

Antarctic Aldermen

Two Councils' Comments

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International Polar Year Activities

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The Sub-Antarctic Plant House, launched in 2000, provides a fascinating glimpse of the unique plant life on Macquarie Island set against a panoramic mural of this distinctive landscape. As one of the Gardens' newest attractions, the Sub-Antarctic Plant House provides an opportunity to experience first-hand sub-Antarctic flora in its natural environment. This project is a world first, and is a highlight for visitors to the Gardens.



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Editorial

Midwinter Functions and Future Flights



Congratulations to Anne Kerr, new Director of the Antarctic Midwinter Festival, for co-ordinating ten days of events, many of which have never been held before. The mix of artistic, scientific and family fun activities are sure to interest a wide range of people and continue to promote the AMF as a major winter attraction in Hobart.

It's exciting to know that the first flight to Antarctica on the new intercontinental jet is due to depart in November this year. Instead of a voyage lasting several days, researchers will be able to fly to the new airstrip near Casey Station in less than 5 hours, undertake short or long-term projects, and return home within a week if necessary. I wonder if flying expeditioners will experience the same readjustments, from 'white' Antarctica to 'green' Australia as do Southern Ocean voyagers.

Now that the Tasmanian Polar Network has succeeded in securing this Airbus A319, I look forward to knowing what new topics will be considered significant in TPN's Strategic Plan for the next few years. I hope more Antarctic education for students of all ages is one of them.

Thanks to Jess Tyler, contributors and advertisers who helped fill this big winter edition.

Anthea Wallhead

Cover Picture: 'Reflection' by Thomas Bauer

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Contents

Regulars

A Message from Jeremy Rockliff	6
Peg Putt's Message	7
TPN Chairman's Message	8
Polar News	19
Polar Publications	20
Polar Calendar	22
Shipping & Air Calendar	24

Features

New Donations to 'Islands to Ice'	9
Council Climate Change	10
Lord Mayor's Message	11
Tasports Upgrade	12
Antarctic French Connection for P&O	13
Australian Antarctic Aviation History Part 3	14
IPY Activities	17
Ace CRC Report	18
Antarctic Philately	21

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Arthur Dakin's Lieutenant Uniform Jacket with POLAR MEDAL (bronze.)

TMAG Dakin Collection.

See Page 9 for Article and page 21 for another photo.





Federal Budget

The recent Federal Budget offered good news for the Tasmanian Antarctic community, and reinforces the Howard Government's strong commitment to this important field of endeavour. The Federal Budget provides an additional \$21.6 million for Australia's Antarctic programme, bringing total support to \$100 million over the next four years. There is also \$1.3 million for the Mawson's Hut Foundation, to help undertake its significant preservation work, and \$43.6 million in Antarctic Airlink funding that was announced in the 2005/06 Budget.

In addition to this, the Federal Minister for Environment and Water Resources, Malcolm Turnbull, recently visited the Australian Government Antarctic Division in Hobart to announce new funding of \$800,000 for research projects to be undertaken through the AGAD's Australian Centre for Applied Marine Mammal Research. The key research projects will focus on whales, dolphins, sea lions and dugongs in Australian waters to help understand these mammals and pave the way for improved management into the future.

These major funding announcements demonstrate not only the many exciting initiatives that are occurring in our Antarctic sector but also the economic importance of the Antarctic to Tasmania, and the strong commitment of the Howard Government to this sector.

Macquarie Island

The State Government's failure to commit even one cent to the eradication of rats and rodents on sub-Antarctic Macquarie Island is a terrible abrogation of its responsibility to this island that has been a part of Tasmania since 1825. The destruction that is occurring to this world-heritage-listed island is devastating, and it's likely this matter will be raised when the World Heritage Committee holds its 31st Session in New Zealand in June, drawing international attention to Tasmania's neglect. A State Government that can find \$15 million to sponsor a football team can surely find something to contribute to the protection of this island.

The State Opposition has been an active supporter of funding a resolution to this issue and believes the State Government should meet its responsibilities in the matter.

Events

The Antarctic Midwinter Festival is on from June 15-24, providing an opportunity for Tasmanians to celebrate Hobart being a gateway to the Antarctic. I wish festival organisers every success. The International Association of Antarctica Tour Operators meeting in Hobart from June 24-29 is also bound to attract considerable interest and I wish them well with their deliberations.

Jeremy Rockliff, MHA, Shadow Minister for Economic Development

NB: Articles from the Premier of Tasmania and Minister for Antarctic Affairs, Paul Lennon, and Ben Galbraith, Manager of Antarctic Tasmania, were not available this edition.



PEG PUTT'S MESSAGE



Macquarie Island

The Tasmanian government has engineered a stalemate to the *Plan to Eradicate Rabbits and Rodents from subantarctic Macquarie Island*. On March 27 they announced that they would not co-fund this plan with the Federal government, who have committed to a half share of the \$24.6 million required. Yet Tasmania owns the island and has a statutory obligation to manage it responsibly, the eradication plan being the strongest recommendation within the Macquarie Island Nature Reserve and World Heritage Area Management Plan 2006.

It is critical that an eradication operation is conducted as soon as possible to halt further destruction of vegetation and associated landslides. April's trip by Aurora Australis revealed the massive extent of accelerating damage. Action is needed before it becomes irreversible and the World Heritage values are lost. Threatened albatross populations may succumb.

There is a considerable lead time involved in addressing the complicated logistics, a funding go ahead now would allow work over the next two years to set up for laying baits over winter 2009. Tasmania's \$12.3 million share would be over at least five years, with as little as \$300,000 needing to be supplied initially by Tasmania.

A desperate idea that if Tasmania will not live up to their responsibilities they could cede the island to the Commonwealth, embarrassing as this is, also seems doomed because Tasmania is again refusing to play ball.

Frankly, I'm disgusted! I can't count how many people have compared this reluctance to live up to our Macquarie Island responsibilities with the alacrity with which Hawthorn football club had government funds directed to them.

Climate Change

Since the time that the Greens made their submission to the state government's *Draft Climate Change Strategy*, in which we outlined steps the government should be taking to tackle climate change, report after report has come out reinforcing the immediacy of the problem and the consequences of business as usual. Behind many of these reports is groundbreaking science and scientific modelling, and as the base of numerous scientific programs and air and ocean testing stations, Tasmania's influence on this science is notable.

Cape Grim air pollution station in North-West Tasmania was mentioned in a very recent report about the Southern Ocean carbon sink filling up. Based on a study published in the journal *Science*, the report explains that the Southern Ocean around Antarctica acts as a sponge for atmospheric carbon, and scientists believe it is at or near its capacity to absorb more – it is full. The report says that after a sink fills up the carbon that is not absorbed can contribute to global warming.

The limited capacity of carbon sinks to buffer us from the effects of human-induced global warming is a reality. Factoring this into climate change policy is a responsibility of governments. As our submission to the state government's *Draft Climate Change Strategy* makes clear, there is much more the Tasmanian government can be doing to meet its responsibilities to this and future generations.

For more details on the Greens climate change submission please see our web site, www.tas.greens.org.au

**Peg Putt MHA,
Tasmanian Greens Opposition Leader**

IAATO'S 18TH ANNUAL GENERAL MEETING

Ice Breaker welcomes all delegates attending the International Association of Antarctic Tour Operators meeting in Hobart on June 25 – 29, 2007. The meeting will be chaired by Mr Tucker Scully and will focus on the issues confronting the growth of tourism, the increase number of vessels and activities, the prevention of the introduction of alien organisms and the overall management of tourism in Antarctica. While governments regulate, permit or authorize, IAATO plays an extremely valuable role in the management of activities and the development of best practices to minimize environmental impacts. The meeting will focus on the gaps in responsibilities from a tour operator's standpoint, IAATO and government and how they best plan for the future. Antarctic tourism has grown and further definition of the role each member plays and the dedication IAATO companies have to protect the environment will be the focus. Delegates will be meeting in the CCAMLR offices in Macquarie Street, Hobart.

TPN CHAIRMAN'S MESSAGE



In the past three months we have made good progress in our strategic planning process following on a Members Forum which was facilitated at Hadleys Hotel by Greg Johannes from Department of Economic Development. Greg did this very well, drawing upon both his current position and knowledge as well as his previous role as Director of the Office of Antarctic Affairs (now Antarctic Tasmania). We enjoyed a high level of participation and input from TPN members and ended up with a very substantial list of potential objectives and actions on which to base our strategies for the next several years. The Executive has since distilled these into some key strategies which will be further considered ahead of putting them before the next General Meeting of TPN Members.

I am confident that this process will sharpen our focus, planning and activity well into the future and look forward to it shaping our next budget and Business Plan.

Plans are now well afoot for this year's Midwinter Festival under the capable direction of Festival Director, Anne Kerr. This year will see a new style of Festival and importantly one which will incorporate an earning component as a means of securing future Festivals rather than relying solely on external grants and sponsorships. I encourage all Members to participate as fully as possible in the Festivals many events and activities.

An interesting development is Jess Tyler's offer to work with Anthea on increasing Icebreaker's profile and reach. Anthea has laboured alone long and hard on keeping this publication on track and on time and it is good to see her getting this support from Jess. I look forward to see what happens with future editions!

Bill Lawson.

TPN Chairman.



IPY CELEBRATIONS

Above: Phillip Law cutting the Royal Society of Victoria's International Polar Year cake

Above right: IPY cake ready to eat

Right: IPY presentations

[All photos: Sue Halliwell]

NEW DONATIONS TO 'ISLANDS TO ICE'

The *Islands to Ice* exhibition at the Tasmanian Museum and Art Gallery is now into its second year. The exhibition sits on the first floor of the museum's 1966 extension - 450 square metres filled with objects, text and interactive components-offering visitors a commanding view of Hobart's bustling Constitution Dock and the departure point for many past and present Antarctic adventures. *Islands to Ice: the Great Southern Ocean and Antarctica* examines the natural and cultural history of the Southern Ocean, Sub-Antarctic islands and Antarctica. It also details Tasmania's role as a gateway to the far south. It opened in March 2006 (on the anniversary Amundsen sent his telegram from Hobart announcing to the world that he had reached the South Pole) and in just over 14 months, has helped attract more than 400,000 visitors to TMAG.

A quick glance at the Visitors Book at the front desk of the museum provides an insight into its popularity: "Wonderful Antarctic exhibition – great to see so many artefacts. "The home of the blizzard' was a great film experience – brought it to life!" - "The Antarctic display absolutely marvellous. Lets do all we can to protect this important tract of wilderness and perhaps protect humankind" - "*Islands to Ice* brilliant: interesting, varied, not overwhelming, cluttered or disorientating ..."

These sentiments (if not the exact words) are echoed by the comments of official visitors like the Crown Prince and Princess of the Netherlands and various Ambassadors. There has been praise too from tour groups – including CAMD (Council of Australasian Museum Directors).

Every museum exhibition is underpinned by the strength of its collection and Senior Curator David Pemberton has been fortunate to receive several important donations in the past two months alone.

Lieutenant Arthur Dakin was born in 1892 and died in 1950. TMAG has received a donation covering many aspects of the life of a man who was a member of the Aurora Relief expedition to rescue the survivors of the Ross Sea Party in 1917. Dakin was the Second Engineer on this journey south and the donation includes key items from his trip. Here is his uniform jacket, polar medals, his loving preserved instruments and a set of playing cards. Equally as important are documents including photographs of Dakin, his Captain, John King Davis and the ship he sailed on (SY AURORA).

Dr Pemberton describes the donation as significant because it represents the story of the relief expedition to save the lost men of the Ross Sea Party and offers fresh insight and evidence of what occurred. "It is also important because it represents an element of the Heroic Age of Antarctic Exploration that is little understood and needs reinterpretation."

Richard Richards was one of Shackleton's forgotten men of the Ross Sea Party 1914-1917. He was an Australian who joined the expedition as a physicist. He played a major role in the efforts of the expedition and ultimately the survival of some of the members. While Shackleton's Weddell Sea Party expedition is among the great tales of survival, the story of the Ross Sea Party is often forgotten. The donation to TMAG by Richards' grandson features many important documents and personal mementoes. These include a letter and telegraphs from party leader Mackintosh to Richard Richards, inviting him to an interview to join the expedition; a letter from Mackintosh at Cape Evans for Richards, praising Richards's work ethic; and a letter from Shackleton to Richard Richards, which spells out the changes to a signed agreement about the use of diaries, images and ownership of objects.

Perhaps the most poignant is the letter from fellow Ross Sea Party survivor Ernest Wild to Richards. It was written in the UK before Wild joins a minesweeper and then dies of typhoid (he had not been inoculated because he had been down south on the expedition). This is a powerful, sad yet humorous letter. It finishes with the phrase "may your blubber lamp be well trimmed", possibly a symbol understood by the two survivors of the harrowing time they had surviving on seal meat, burning seal blubber for warmth and using the same for light through the dark cold winter that they were marooned.

The third donation comes from the first Australian to reach the South Pole. Jon Stephenson was a member of the IGY Trans Antarctic Expeditions of 1957-1958. Jon went as a geologist in the Weddell Sea Party led by Fuchs. This was an expedition dominated by the British but including a Canadian, a South African and one Australian - Jon Stephenson. Jon drove a dog team to the pole, becoming the first Australian to do so on 19 January 1958. This passionate geologist returned to Australia to work at James Cook University but regularly visited the south. He has already kindly donated many significant objects to TMAG including the homemade Australian flag he flew at the South Pole. Most recently, he granted an oral interview about the expedition and donated copies of his photographs.

TMAG Director Bill Bleathman says these donations contribute to the development of an extensive state collection of objects on the Southern Ocean and the Antarctic. Now, more than 12 months on, it is time for several ephemera or historic documents in the exhibition (including old diaries and letters) to be rotated. Room will also need to be made to allow objects from the latest donations to go on display.

To coincide with this year's Midwinter Festival, a new 3D show is being launched in the *Islands to Ice* exhibition. The change cleverly mixes classic stereoscopic lanternslide imagery taken by Frank Hurley with moving 3D footage of the same landscape as it is today – thus presenting Antarctica like you've never seen it before.

COUNCIL CLIMATE CHANGE

Ice Breaker welcomes comments by Dr Graham Bury, Mayor of Kingborough, Tasmania's council district for the Australian Government Antarctic Division, and other Antarctic community members.

Images of melting of the Polar ice caps provide evidence of climate change, a problem that is becoming the defining one of our age. Perhaps it is the population density and proximity of the North Pole that seems to have made the European countries particularly aware of this issue. Germany and Denmark, for example, have realized the economic opportunities which have opened up for research and development.

Local Government in Australia and elsewhere has been identified as being able to contribute in a positive way to this problem and provide opportunities for local solutions.

Kingborough Council is one of 220 local governments who have made a commitment to reduce their greenhouse gas emissions through the CCP (Cities for Climate Protection) programme. This enterprise is monitored and supported by ICLEI, an international organization established to assist Local Government as they develop environmental initiatives. CCP in Australia receives funding from the Federal Government.

Kingborough has completed Milestone 1 of this programme, which provides the Council with an inventory of all greenhouse gas emissions from Council operations and an analysis of emissions from the municipality as a whole. Milestone 2 endorses a reduction goal for community and corporate greenhouse gas emissions. Milestone 3, involves the production of a local action plan outlining the strategic directions Kingborough Council will take to reduce emissions and reap the benefits of action on greenhouse. I wonder what it would take to be a carbon neutral community?

Regulations regarding building construction are another area that Local Government has some control over with attention being given to sea level rise and energy conservation in our Planning Scheme. However, mandating buildings be constructed up to a specified energy level is entirely the province of the State Government through the Building Code. Tasmania at 4 stars is well behind the majority of other States who have established a 5 star energy level standard.

This disappointing and sluggish State Government response to the crucial issue of energy reduction has not, however, prevented individuals from building houses with energy conservation in excess of current regulations and it was a pleasure to have an invitation recently together with the Federal Minister for the Environment to look over a 5 to 5 1/2 star energy house recently completed in a development in Kingston. Commercial buildings with their substantial consumption of energy and water are also becoming 'greener'. Last year the Melbourne City Council built in Little Collins Street the first 6 green star office building in Australia. This so-called CH2 building has sustainable technologies built in to every conceivable part of its 10 stories and at the time was one of the world's leading buildings with regard to energy conservation. The building has provided a standard and a challenge for business as new multi-storied buildings are being constructed in Melbourne that equal and are beginning to exceed the standard set by CH2. Refurbishment can also bring buildings up to a 6 star level as shown by the Szencorp building in Melbourne. The claim of "mine is greener" rather than "mine is taller" seems, thank goodness, to be a challenge being taken on by the business community.

POLAR NEWS EXTRA POLAR NEWS EXTRA POLAR NEWS EXTRA POLAR NEWS EXTRA

- A US expeditionary team plans to travel 1,600 km from the Antarctic coast to the South Pole, using alternative energy sources to replace fossil fuels. Details are not yet available.
- A professor of microwave engineering in Melbourne has offered a giant microwave to New Zealand scientists needing to defrost a 495 kg giant squid caught in Antarctic waters. If thawed at room temperatures, the outside would rot before the core was defrosted.
- Don McIntyre, TPN member and global adventurer, returned to Tasmania last month after completing another world first - a 13,000 km trip around Australia in a gyrocopter.
- Rod Ledingham, experienced Antarctic expeditioner, will be giving a talk entitled 'Antarctica – when Things go Wrong' at Westwinds Community Centre, Woodbridge on 3 July 2007. For further details phone: (03) 6267 4713.
- *Frozen Oceans*, published by the Natural History Museum, can be purchased from www.publish.csiro.au/pid/3954.htm

LORD MAYOR'S MESSAGE

As I write this there are yet two more great events about to take place in Hobart, reinforcing the City and region's capabilities with respect to Southern Ocean and the Antarctic.

The Antarctic Midwinter Festival is soon upon us and it is always a fantastic opportunity for the people of Tasmania to come together and celebrate our Antarctic links. The Festival is always an event that allows many in the industry to showcase their role and gives the public access to facilities and equipment that otherwise may well remain a mystery. From humble beginnings the Festival is truly establishing itself as a major Tasmanian event.

The IAATO conference will also be held in Hobart during June. Yet another coup for our fine City. I understand this will draw together approximately 80 Antarctic tourism operators from around the world and focus attention on the offerings of Hobart and Tasmania. Council has recently considered the study undertaken by Dr Julia Jabour and Professor Jack Karlsen into tourism in the Sub-Antarctic and Antarctic and was impressed with its findings. It highlighted the future opportunities for Hobart. As this industry continues to grow, the timing of the conference could not be better. The Council has also noted the report emphasised the link with Antarctic and Southern Oceans studies and the ability of the City to enhance the educational offerings in those fields. I am pleased to be able to advise that the Council will explore this as a particular initiative in its new economic development strategy.

In my role as Chairman of the Southern Tasmanian Councils Authority it is also very pleasing to see the increased breadth of the industry in the region and I know that my fellow Mayors would be very pleased about developments in the airlink, the University and the expanded building works at the Antarctic Division headquarters.

I wish everyone a happy Midwinter Festival!!

Alderman Rob Valentine



Ice sculptors Kenji Ogawa and Hanna Parssinen with ice penguins they carved while visiting Finland for an ice carving festival. Kenji will be appearing again at this year's Midwinter Festival on Sunday, June 24, between midday and 2.00pm at the Royal Tasmanian Botanical Gardens.

MIDWINTER FUN!

-EXPRESS YOUR ICINESS -

- CREATE an Antarctic beanie and wear it at the Huskies Picnic
- JOIN a human Huskie team and haul a sled
- MAKE a penguin mask and join the parade
- BUILD a snowman and enter the SEAFM Snow Sculpting Competition
- LISTEN to Artie the Talking Penguin
- For details of times and places: www.antarctic-tasmania.info and download the full program

TASPORTS' UPGRADE

The following work will be a boost to Hobart's status as Australia's major resupply port for all Antarctic and Southern Ocean shipping.

Remediation work at Hobart's Macquarie Number 4 berth is being extended as a precautionary measure to ensure uninterrupted future ship handling operations at the berth.

A major project has been underway at the berth to eradicate concrete cancer over about 500 square metres of the wharf. The work has allowed Tasports staff to closely inspect surrounding areas, and as a result it has decided to take preventative measures against future problems by extending the work to cover a further 150 square metres.

"It increases the total cost of the project marginally to about \$1.9 million, but we think it is a worthwhile preventative measure to ensure the wharf is once and for all cured," says Richard Barnard, Tasports' General Manager Property and Infrastructure.

Originally, the project was due for completion in July. The extra work will see a new completion date in September this year.

Concrete cancer is a widespread problem in older constructions. It occurs when chloride ions from seawater work into hairline cracks in concrete, and begin to rust the internal steel cables.

"The work is proceeding on schedule," says Richard. "Port operations aren't affected by the reconstruction, but once this project is completed, we can be pretty sure that Macquarie 4 will be in robust readiness for business into the foreseeable future."

"With work already well underway after we identified the original problems, it made sense to extend the current project to surrounding areas so that we don't have to re-start remedial work in a few years' time because of a further spread of concrete cancer"

The decision to extend the work is based on a strict asset management system introduced at Tasports to ensure the good maintenance of its infrastructure. "It will place Macquarie 4 in a position to meet the future demands on the port from shippers, cruise lines and Antarctic vessels," says Richard. While the work continues, vessels are using other parts of the Macquarie wharf complex.



Macquarie Wharf before remediation.



Wharf section undergoing replacement.

[All text and photos: Charles Scarafiotti, Tasports]

Marine Discovery Centre at Woodbridge School
Jetty Road, Woodbridge, Tasmania

Open Afternoon on June 5, 2007, from midday to 3.00 pm.
All visitors welcome

ANTARCTIC FRENCH CONNECTION FOR P&O

P&O Maritime Services (P&OMS) announced today that it has this week signed with the Government Agencies, French Polar Institute (IPEV) and French Antarctic Territories (TAAF) to provide vessel capability and operations for the French Antarctic program.

P&O 
Maritime Services

The contract is for a term of six years with an option to extend for a further four years. To meet its obligations P&O Maritime Services will purchase L'Astrolabe, a platform supply vessel modified as ice capable for Antarctic operations.

Andrew King, Managing Director of P&O Maritime Services said that "This is a significant success for an Australian Company to win such a strategic supply contract with a foreign government. It shows the strength of our government shipping model and builds on 17 years of running the Aurora Australis to Antarctica for the Australian Government. In 2006, P&O Maritime Services also successfully won the tender for managing and operating the fisheries research vessels with the Irish Government."

Recognising the territorial importance of the French Antarctic program, it is intended that the L'Astrolabe will be operated under the French Flag but P&O Maritime Services will use Hobart as the staging point for its Antarctic support operations. Mr King further commented "We are pleased to also secure Hobart as the staging point for these operations, supporting Tasmania's push to be a centre of international Antarctic operations and the economic benefits that brings to the local economy."

The L'Astrolabe is a versatile platform supply vessel originally built for the offshore industry. The vessel will be committed under the contract for between 120-160 days per year over the summer Antarctic season. P&O Maritime Services confirmed that it would be marketing the vessel into the offshore oil and gas sector for the balance of the year further expanding its interest in that market.



P&O paired in port: L'Astrolabe (front) and Aurora Australis (behind) [Photo: Antarctic Tasmania]

L'Astrolabe is a multi-purpose support vessel. With her large capacities (50 passengers), shelter deck and helideck, L'Astrolabe is able to carry out world-wide operations such as R.O.V. support; bottom survey; submarine support; cable laying; burying machine support; oil field security; oceanographic and geophysical survey works. Her ice-class «1 super» classification makes her the perfect vessel for polar missions.

AUSTRALIAN ANTARCTIC AVIATION HISTORY Part 3

Continuing a series by Gordon Bain on some interesting and little known events from our Antarctic aviation history

ANARE starts to 'go it alone'

1954 saw Australia establish a foothold and commence a permanent presence on the Antarctic continent. This came about through the far-sightedness of the then Minister for External Affairs Richard Casey, coupled with the energy of Antarctic Division Director Phil Law and experience gained by various Australians attached to expeditions of other nations – including Jo Jelbart with NBSAE and Bob Dovers with the French in Adelie Land.

The tale of two Austers

The availability of the Danish vessel *Kista Dan* made establishing a Continental base feasible, but Law with the vigorous support of Casey also sought support by aircraft. Using his experience with the Austers on the NBSAE, Law convinced the Australian Government to buy the aircraft from the RAF. The Auster Mark VI was a two-place, high-wing fabric aircraft, powered by a 145 HP DeHavilland Gipsy Major 7 engine giving it about 75 – 80 knots. The aircraft were re-badged, registered as A11-200 and A11-201, painted yellow and fitted with skis and floats.

The aircraft played a vital part that first season in establishing Mawson station, the early exploration of that area and including an early look at the Vestfold Hills for Davis in the future. But it was a trying time for the aircraft, pilots Doug Leckie and Ray Seaver and ground crew. A11-201 made the first flight on 2 February 1954.

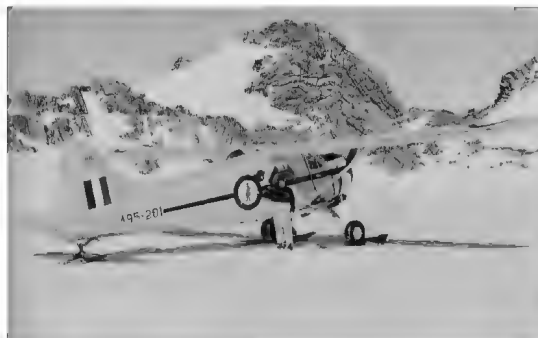
Disaster struck on 12 February, the day before the formal opening of Mawson Station. Both aircraft were on the deck of the ship in Horseshoe Harbour when winds up to 70 knots picked up A11-201 and dumped it on the second aircraft. But all was not lost. The RAAF ground crew made A11-200 serviceable again by cannibalising parts from A11-201. The aircraft was locally dubbed *A11-200.5* and flying was possible once again. Sadly, at the start of the return voyage to Australia, a severe storm broke the tie-downs and A11-200 was severely damaged and was cut loose. On return to Australia, what remained of A11-201 was sold to the Royal Victorian Aero Club.

There was no flying in the 54/55 season, but flights resumed in 55/56. This time a larger, more durable aircraft was needed.

A Beaver joins ANARE

A DeHavilland Beaver (DHC2), a robust aircraft designed for outback flying in Canada, was bought and commissioned into the RAAF as A95-201. It was to winter at Mawson in 1956, but so that it would not be lonely, the Auster, which had been sold to the RVAC in 1954, was re-purchased, given back its old number A11-201 and joined the Beaver. This time DeHavillands fit the Auster with a Gipsy Moth Series 10 Mk 2 engine. The Beaver like the Auster was structured to operate off skis or floats.

Auster A11-201 did valiant service – in this its second outing with ANARE. Heading south on *Kista Dan* for the summer 55/56, it remained based at Mawson to the summer 57/58 when it made its triumphant return to Australia on the *Thala Dan* after two winters and three summers. After a year R&R, the Auster went south again and spent the summer 58/59 in the Wilkes area flown by Doug Leckie, returning to Australia and retirement from RAAF/ANARE in March 1959. It was sold, was re-registered as VH-RCT, and operated out of Flinders Island before being written-off in a landing at Cape Barren Island in February 1964.



DeHavilland Beaver (A95-201) in the field



Auster Mk VI (A11-201) on sea ice, Mawson

The eager-Beavers

The Beaver era extended through to 65/66. With a 450hp Pratt and Whitney R-985 Wasp Junior powerplant, these aircraft had a range in excess of 1000kms, cruising at 225 km/h, and a payload of around 1000kg. Four of these aircraft served ANARE over the years.

A95-201 went south in 55/56, was used initially around Davis Bay, Chick Islet and Windmill Island near Casey, then at Haswell Island near Mirny before arriving at and remaining at Mawson for winters 1956 and 1957; this aircraft established the air link Mawson-Davis; and was used in the exploration of Enderby Land

Continued>

AUSTRALIAN ANTARCTIC AVIATION HISTORY Part 3

and the Prince Charles Mountains. It returned to Australia (RTAd) in March 1958 but headed south again the following summer and wintered 1959 before calamity struck and it was destroyed in a storm at Gwamm at the end of December that year.

The second Beaver commenced life as A95-202; it went south for the first time in December 1956, wintered 1957 and 1958. On RTA March 1959 it underwent overhaul in DeHavilland's factory, it came off RAAF inventory and given civilian registration as VH-PGL (Philip Garth Law). It went south in summer 59/60 in its civilian livery, but reverted to A95-202 when taken over by the RAAF's Antarctic Flight. Its third winter was its last – it was destroyed in December 1960 in the same blizzard which destroyed the DC3 – but more of that later.

The two Beavers and the Auster that overwintered Mawson 1957 covered 101,000 flying kilometres of surveys and exploration.

The third Beaver A95-203 went south in the summer 1957/58, wintered over 1958 and 1959, but oh-oh, it was destroyed in the same storm which wrecked its companion A95-201.

The fourth and last of the Beavers survived its Antarctic career. This aircraft started life with a civilian registration VH-PGL, switched to RAAF tag A95-205, but returned to its civilian registration when the RAAF flight was closed down at the end of season 62/63. This aircraft did not winter over, but had a succession of round trips starting in 60/61 with its last in 65/66. The fuselage of the Beaver VH-PGL was damaged on its last voyage south and was unable to fly during that season and never again in Antarctica. The aircraft was sold to the Snowy Mountains Hydro Electric Authority and later to American interests. The Antarctic Division did not hire another fixed wing aircraft for another three years. VH-PGL was also the last of the piston engine fixed wing aircraft to be used.

Beaver in a cereal packet

The author recently acquired an unassembled plastic kit aeroplane – a Beaver, registration VH-PGL; this had been a give-away in a packet of an unidentified brand of cereal.

The Gooney Bird comes to town but doesn't leave

1959/60 saw the first and only use of a Douglas Dakota DC3 (or C47 or R4D). This ski-fitted and JATO assisted RAAF aircraft was based at Mawson with a 12-man RAAF crew led by Jim Kitchenside.

The DC3 (A65-81, 'Ann Cherie') had 2x1200hp Pratt and Whitney R-1830-SIC3G Radials. Wingspan 29m, length 19.6m, and height 5m. Weight: empty 7650kg, loaded 11400kg. A major feature was its ability to sustain long-range aerial photography – a cruise speed 331kph, a ceiling of 7000m and a range of 3400kms, took it well beyond Beaver capability.

A65-81 arrived Mawson on *Thala Dan*, on 25 January 1960, and then went through a long often fraught period of being prepared for operations including putting back on its wings, props and skis. It was airborne from the sea ice on 14 June and had its first test flight on 9 July and began to earn its keep on 7 August operating from the sea ice.

During the winter topographical and geological surveys were conducted in the PCMs and Enderby Land using aircraft and dog teams, with the aircraft doing runs to Cape Boothby, Beaver Lake, Amundsen Bay and to Davis from where it made depoting flights to Mount Meredith and the Grove Mountains. In this period, the DC3 flew 160 hours in 51 sorties.

The previously used Gwamm site on the plateau was judged to be too exposed for sustained flying operations so a new site at Rumdoodle near the Masson Range was set up as a base for the major field operations planned for the 60/61 season. *Anne Cherie* was flown to Rumdoodle in early December, to join the Beaver in readiness for summer.

The DC3 and Beaver A95-202 were destroyed in a blizzard with winds in excess of 100kts which blew from 8 to 11 December 1960; the DC3 was blown nearly 20 kilometres and finished up in a crevassed area on the slope of a coastal ice cliff. Recovery of the DC3 was out of the question, but some equipment was salvaged, as too from the Beaver.

This shut down all inter-station regular flying till the advent of the Sikorski S76 helicopters in the mid 90s. These losses also signalled the end of the year round operations of the RAAF Antarctic Flight. Henceforth, they would only fly the summer season and operate on floats from a ship.



DC3 (A65-81, 'Ann Cherie') at its last resting place

AUSTRALIAN ANTARCTIC AVIATION HISTORY Part 3

An early whirly-bird

1958/59 saw the first use of a helicopter with the Australian expeditions. A Hiller 12C (VH-THC), on lease from Trans Australia Airlines and piloted by Keith Cottee, went on the *Thala Dan* to Macquarie Island.

The Hiller was not equipped with floats. With full fuel and a pilot the aircraft had a payload of about 159 kg, including survival equipment. A Franklin 6V4-200-C3, 200HP engine gave it a cruise speed of 55 knots. The helicopter was used for survey work on an auroral base line 1 to 14 December 1958.

The success of the operation at Macca lead to an enhancement in 59/60 with two Hillers making a trip on the *Magga Dan* to the Dumont D'Urville and Wilkes areas. Macca 'veteran' VH-THC now piloted by Peter Ivanoff was joined by VH-THB under Ray Hudson. Sadly on 13 February 1960, VH-THC, crashed in katabatic winds on a coastal ice cliff adjacent the Vandeford Glacier; Ivanoff and Surveyor David Cook were not injured.

During the 59/60 season 59 helicopter sorties were flown for 56 hours 45 minutes.



Hiller 12C (VH-THB) with the wreckage of VH-THC on the ice slope

More whirly birds - the Bell 47G-2, and later

The Bell 47G-2 followed the Hillers, with Helicopter Utilities Pty Ltd operating three aircraft from 1961 to 1966. This Company's initials HUPL led to the sturdy bubble fronted machines being referred to as Hupples. VH-UTB was damaged in a blizzard at Mawson on 13 February 1966 and brought an end to the piston engine helicopter era.

In the two years from December 1966 four separate turbine Hiller FH1100s were operated by Helicopter Utilities. Jayrow Helicopters of Victoria took over the flying contract from late 1969 through January 1975 operating five Hughes 500s, a Hughes 300 and an Alouette 3. In 1970/71 two Hughes 500s made a dramatic emergency dash aboard the *Nella Dan* from Mawson to Heard Island to successfully rescue an injured expeditioner from a crevasse on the slopes of Big Ben.

Vowell Helicopters/Helicopter Resources of Victoria followed with seven Hughes 500s over the period from December 1975 to late 1989, initially dedicated to the Enderby Land program, then to more general operational support.

Overlapping, and in parallel, Vowell/HeliResources ran fourteen different Bell 206B Jetrangers from early 1976 to late 1993. In January 1979 Hobart based Hookway Aviation provided a Jetranger for an emergency run to Macquarie Island on the *Thala Dan* for a medical evacuation.

In 1986 *HMAS Stalwart* was used for a resupply run to Macquarie Island - a RAN Sea King helicopter was used during the operation.

The first Aerospatiale helicopter, the Lama SA315B (VH-PDU) had a single outing with HeliResources in early 1986. The Aerospatiale Squirrel AS350B then became the workhorse supporting ANARE. HeliResources operated 11 separate aircraft up to the mid 1990s, with West Australia based Helicopters Australia operating at least three when they won the contract from 95/96.

HeliResources ran two long-range twin-engined Sikorski S76 aircraft in 94/95, and the contract then shifted to Helicopters Australia. The S76 re-introduced inter-station flying, were last used in 2001/02 and have been replaced by the fixed-wing CASA 212-400.

The AS 350 series 'Squirrel' has probably been the most successful of all helicopters operated by ANARE. The versatile aircraft has a good mix of range, payload and simplicity of operation enabling it to fulfil efficiently the wide range of activities conducted by ANARE. They are likely to remain in service for years to come supporting and supplementing the new era of fixed wing aircraft. The Squirrels provide a relatively fast, reliable, low volume personnel and cargo transport capacity to remote field sites, ship-shore movement and ice reconnaissance without the need for major infrastructure.

Next time: *One more Beaver, the Porters. Uncle Sam, the Bears and intercontinental flights.* [All text and photos courtesy of Gordon Bain]

Correction: IB 38 P.16 top picture caption should have read: 'Vought Sikorski VS-310 Kingfisher (A48-13) - reconnaissance to the Antarctic continent 1947/48'

INTERNATIONAL POLAR YEAR ACTIVITIES

RUSSIA'S IPY PROGRAM FOR 2007/08

(Based on the Russian *Informational Bulletin Novosti MPG 2007/08, No 1, 2007* and kindly supplied by Irina Gan)

The Russian Organizing Committee for the IPY of 2007/08 was formed in October 2004, with the Head of the Russian Hydro-meteorological Service (Roshydromet) Alexandr Bedritskiy and the Russian State Duma Deputy Chairman Artur Chilingarov as its chairpersons. The 26 members of this Committee include the Vice-President of the Russian Academy of Sciences Nikolay Laverov, the Head of the Legal Department of the Ministry of Foreign Affairs Dmitriy Gonchar, Academician Vladimir Kotlyakov, the Director of the Arctic and Antarctic Research Institute Ivan Frolov and the Head of the Russian Antarctic Program Valeriy Lukin. In October 2005 the Organizing Committee developed a "Plan of Action" to *participate in the IPY with the aim of building a firm basis for the development and exploitation of the Russian Arctic and strengthening Russia's geopolitical presence in Antarctica* (Novosti, p.2).

The following outline of the Russian IPY scientific program was ratified in October 2006 and includes the study of:

- Hydro-meteorological and geophysical conditions of the Polar Regions (Head – V Gruzinov)
- Soil, terrestrial cryosphere of Polar Regions, glaciation and permafrost (Head - Academician V Kotlyakov)
- Geological history and lithosphere of Polar Regions (Head - Academician Y Leonov)
- Terrestrial and marine ecosystems of the Arctic and the Antarctic (Heads - Academician G Matishov and Professor A Tishkov)
- Socio-economic development and peoples of the Polar Regions (Head - Corresponding Member of the Academy of Sciences S. Soroko)
- Development of ice, hydro-meteorological and geophysical observation systems (Head - V Romantsov)
- Data management (Head - M Shaimardanov)
- Geodesy and mapping (Head - V Zabnev)
- Creating scientific educational programs relating to the Polar Regions (Head - L Karlin)
- Popularizing Russian Polar research and international cooperation (Head - S Priamikov)

About 50 Russian institutions and several organizations from 37 different countries will take part in this research. In his interview in 2006, Alexandr Bedritskiy announced that *participation in the IPY is in accordance with Russian national interests in the Polar Regions and will reaffirm its international status as a leading world power* (Novosti, p. 14).

The Director of the Russian Federal Security Service (FSB) Nikolay Patrushev, who had undertaken a helicopter flight to the South Pole in January 2007 together with Artur Chilingarov, Alexandr Bedritskiy and the Deputy Director of the FSB Vladimir Pronichev at a meeting with Russian Antarctic expeditioners noted that *the prestige of our country depends on how active Russia is in Polar research. We hope that thanks to the comprehensive scientific programs of the International Polar Year, Russia will broaden her presence in the Arctic and Antarctic* (Novosti, p.10).

COMPETITION FOR SCIENCE JOURNALISTS

"WIN A WEEK ABOARD AN ARCTIC ICEBREAKER!! (INCLUDING TRANSPORTATION FROM YOUR HOME COUNTRY) In April 2008, join journalists from all over the world for a week aboard the Canadian research icebreaker *Amundsen*.

The World Federation of Science Journalists - in collaboration with the Canada Foundation for Innovation and the International Polar Year Circumpolar Flaw Lead Project - announces a competition offering science journalists the chance to win one of three week-long trips aboard the Canadian research icebreaker *Amundsen*. You will fly all the way to Inuvik (Canada), and hop aboard a Twin Otter aircraft to the famous icebreaker, where you will get first hand experience of global warming where it is unfolding the fastest.

ENTRY GUIDELINES: Send your CV, coordinates, key pages of your passport, and a one-page essay on why you should win this competition to: World Federation of Science Journalists, 28, rue Caron, suite 200, Gatineau (Québec) Canada J8Y 1Y7. Email: info@wfsj.org Tel.: +819 770-0776. Fax: +819 595 2458. Internet: www.wfsj.org. Clearly indicate "Amundsen Competition" on your documents (whether by mail, email, or fax.)

ENTRY DEADLINE: Applications must be received before November 5, 2007. © ArcticNet."



Winter is usually a relatively quiet time for ACE CRC folk, at least as far as field work is concerned. This year is different, however, with many of our researchers gearing up for a very unusual winter cruise. This year, the *Aurora Australis* will leave Hobart in late August for a 55-day cruise to the winter sea-ice off East Antarctica. On board will be an international crew of researchers from 8 countries who will be studying the physical characteristics of the sea ice and the hypothesised link between winter sea ice and the over-winter survival of krill. The research is a major part of two of the ACE CRC research programs, the Antarctic Marine Ecosystems Program and the Climate Variability and Change Program, and is another good example of bring physical scientists and biologists together to understand the links between physical phenomena and Antarctic marine ecosystems.

Around 19 million square kilometres of sea ice forms around Antarctic every winter, covering an area of ocean almost three times the size of Australia. Most of it melts away over summer. The annual formation and melting of sea ice play important roles in global ocean and climate processes and are also believed to be key to the winter survival of some species in the Southern Ocean Ecosystem. Hence, there are a few good reasons to understand whether sea ice is changing with climate change and, if so, how.

One of the big uncertainties about sea ice dynamics relates to the thickness of the ice. For the last 30 years or so satellites have allowed us to remotely measure the extent of sea ice over the ocean but current remote sensing techniques do not help much with estimating the thickness of the sea ice or snow that accumulates on it. The coming voyage will provide an opportunity for ACE CRC researchers to trial and ground-truth some new methods that might allow us to estimate sea ice thickness reliably and routinely from aircraft or satellites and to better model sea ice dynamics in climate models. Such a capacity would help answer the question of whether Antarctic sea ice is diminishing and also would help us develop improved methods of forecasting sea ice characteristics to help ships navigate through the ice during late spring and summer. Developing a competent operational sea ice forecasting tool is the objective of another project at the ACE CRC and results from the coming voyage may contribute significantly to the refinement of that tool.

Summer time is also the busy season for many marine plants and animals around Antarctica. For example, there typically are booms in marine plankton communities following the spring thaw of sea ice and then declines in the planktonic communities during autumn. One of the questions that remains largely unanswered about the annual boom-bust cycle is what happens over winter? How or where do the organisms survive during winter in order to seed the spring blooms? One hypothesis is that the winter sea ice either incorporates some of the marine algae when it forms or provides a substratum, or habitat, on which algal communities grow over winter. When the ice melts, those algae would be released into the ocean and enter a boom period of population growth with the increase in day length and sunlight. It is also suggested that algae on the underside of the sea ice provides food during winter for juvenile krill, which otherwise might starve before reaching maturity.

Our biologists on the coming voyage will be seeking to test these hypotheses by analysing what plants are within the sea ice and deploying Remotely Operated Vehicles (ROVs) under the sea ice to observe what is growing on the under-surface of the ice and what animals, if any, are feeding on it. Sensors carried by the ROVs will 'look' up at the ice from below and collect a wealth of data about both the ice and any biological communities in it or on it. Specially designed mini-trawls will sample organisms from the water under the ice.



ROV made by Tapiren Systems AB Ocean Modules Sweden
AB [Photo: ACE CRC]

This is an exciting voyage for us, especially because it will enable us to get data from the Southern Ocean at a time that is rarely sampled. We are working to have an active web site running from the voyage where people around the world will be able to keep track of where the *Aurora* is, how the research is going and what is being discovered. This web site might be a particularly interesting resource for class projects in schools, especially given that we are now in the International Polar Year.



IGLOO UPDATE

- Two white Igloo Satellite Cabins previously used by the Australian Navy's Hydrographic Survey unit were auctioned in March and purchased for a bargain price by Thomas Bauer, who has a PhD in Antarctic Tourism. He intends to use them at his Dundee Park Academy at Mission Beach in Far North Queensland (www.dundeeacademy.com). Once set up, the extended Igloos will be called Shackleton's Hut and Mawson's Hut, making a 'cool' connection between Tasmania and FNQ.
- Two red Igloos are on their way further north this month – one to Alaska and one to Greenland via New York. The latter Igloo, together with a canopy-covered sledge, was the second order from Veco Polar Resources, a research division of USA's National Science Foundation.

NEW ARCTIC RESEARCH

The Circumpolar Flaw Lead (CFL) system study is designed to examine how changes in the physical system affect biological processes. The results of global warming are seen first and strongest in the polar regions of our planet. The Arctic sea ice has shrunk at an average annual rate of about 70,000 km² per year since 1979, with 2005 being the minimum.

An international team of researchers will study what effect these changes will have on the marine ecosystem, contaminant transport, carbon fluxes, and the exchange of greenhouse gases across the ocean-sea ice-atmosphere interface.

The Circumpolar Flaw Lead (CFL) is a perennial characteristic of the central Arctic. The CFL system is formed when the central pack (which is mobile) moves away from coastal fast ice, opening a flaw lead which occurs throughout the winter season, forming first in the fall and continuing as thin ice areas in the winter season. The flaw lead is circumpolar, occurring in the Norwegian, Icelandic, North American and Siberian sectors of the circumpolar Arctic. Due to a reduced ice cover, these regions are exceedingly sensitive to changing atmospheric and oceanic conditions and provide a unique laboratory from which to gain insights into the changing polar marine ecosystem. See: <http://web.mac.com/barber1818/iWeb/IPY-CFL/Welcome.html>

SHIPPING FIRE SAFETY

Colbeck & Gunton Pty. Ltd, a specialist Tasmanian company with wide experience in marine and industrial fire and thermal control systems, has recently designed special fireproof storage modules which have particular application for cold climate and/or remote accommodation and research stations.

Developed initially for cruise ships, the construction

has been individually approved by Lloyds Register of Shipping for marine applications. The system benefits from fast onsite bolted assembly without the need for welding or grinding and the components are transported as a flat packed arrangement that has been pre-assembled for fast and trouble free onsite construction.

The fire rated stores (depending on size) are designed to be self-supporting, and are quickly assembled from inside an enclosed space without the need for external access. This allows for maximum storage capacity where the unit is fitted to an existing space such as a shipping container or store. In most cases the assembly method eliminates high fire risk activities using simple hand tools. The units offer high security and are supplied with an approved fire door to suit each application and can be fitted with a range of internal fitouts.

For further information contact Noel Richardson, Managing Director, Colbeck & Gunton Pty. Ltd. [see advertisement this issue].

COOL MISPLACEMENTS

- A Magellanic penguin, usually seen in the Strait of Magellan south of Argentina and Chile, was recently sighted in Peru, only 14 degrees south of the Equator.
- A bearded Arctic seal used to sub-zero temperatures, appeared in Fort Lauderdale, Florida in May.
- Dolphins are being spotted for the first time near Iqaluit, the provincial capital of Nunavut, Canada.
- Two people in bathing costumes 'sunbaked' on the edge of a fiord, which is usually frozen, at Longyearbyen, Svalbard in the Arctic Circle.
- Other seals and whales have ventured up rivers in Europe and USA and not all have managed to return to the sea.

'THALA DAN' UPDATE

ANARE Club members and other supporters have not raised sufficient funds to save the former Australian Antarctic expedition ship from being scrapped in a Brazilian shipyard, and are hoping for federal government help. *Thala Dan* was the last of the four 'Dan' ships used up to the 1980s for voyages to Antarctica, but it is due to be scrapped in the near future if not purchased for restoration.

ICETREK'S LATEST EXPEDITION

Eric Phillips recently returned from the Arctic after guiding a team skiing 100 km to the Pole. His team included Rob Knight, a 22-year-old Tasmanian now believed to be the youngest Australian to reach both Poles on skis. Their efforts to reach the Pole were affected by a southerly drift and a helicopter was used to 'catch up' some of the lost distance, but the team ended up skiing over 120 km. See www.icetrek.com for more details.

POLAR PUBLICATIONS



BOOKS

Trail of the Spirit: The Mysteries of the Medicine Power Revealed by George Blondin. Published by NeWest Press. Price: unknown.

- A collection of stories about the history of Dene people of Canada's North West Territory and the special effectiveness of their medicine.

Sigh of the Southern Ocean by Dain Bolwell. Published by Outcome Partners. Price: \$19.95.

- A love story involving environmental concerns and the historical links, including Antarctica, between France and Tasmania.

On Thin Ice by Jamie Bastedo. Published by Red Deer Press. Price: \$US 14.95.

- A novel about an Inuit girl coping with traditional life in the Arctic, with climate change affecting the habits of polar bears, and her own future as an artist.

South of Sixty: Life on an Antarctic Base by Michael Warr Published by Antarctic Memories Publishing. Price: \$US 19.95

- Describes the differences observed between an Antarctic expedition's first trip south in 1963 with a return trip in 2005.

Slicing the Silence: Voyaging to Antarctica by Tom Griffiths. Published by UNSW Press. Price: \$34.95.

- Covers the history of Antarctic exploration, including biographies of notable explorers, with each section begun with extracts from the author's diary of his trip south.

[IB's editor attended the launch of this book at TMAG on May 23, 2007. With an audience of current and former Antarctic Division personnel as well as other interested Antarctic community members, the book was launched by Sir Guy Green, Tasmania's Antarctic Ambassador. His references to several aspects of the book's contents encouraged sales of the book, and the author also kindly signed numerous copies.

SPECIAL REPORT

'The Australian' newspaper published a Schools Special on Antarctica in May 2007. The 16-page report included information about exploration, natural environment, human interaction, climate change and Antarctic treaties. 'Antarctica' is only available from The Australian Education Resource Department and not through retail outlets. For further information phone (02) 9288 2348.

ON THE WEB

www.nasa.gov/astronauts/pettit_chronicles.html -

Astronaut Don Pettit in Antarctica

www.phys.Hawaii.edu - the hunt for neutrinos

www.soton.ac.uk/research/researchdir/nocs.html -

Antarctic underwater robot

www.ipy.org/index.php?/ipy/calendar - for a calendar of events occurring around the world to celebrate IPY

www.spiritsoloquest.com - Ken Gourlay's recent circumnavigation

www.blizzardexpeditions.com &

www.adventurehannah.com - Southern Ocean sailing expeditions

www.icetrek.com - North and South Polar expeditions

www.Antarctic.ac.uk/Resources/schools/index.html - British Antarctic Survey's schools' reference

www.antarcticanz.govt.nz/education/1029 - New Zealand's polar education information.

www.iaato.org - Antarctic Tourism Operators

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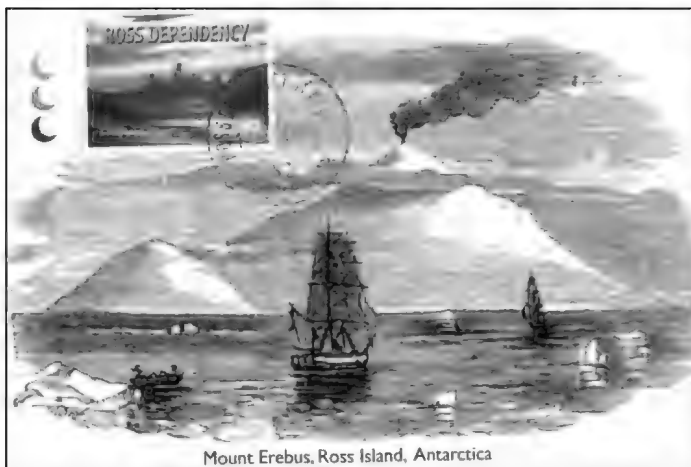
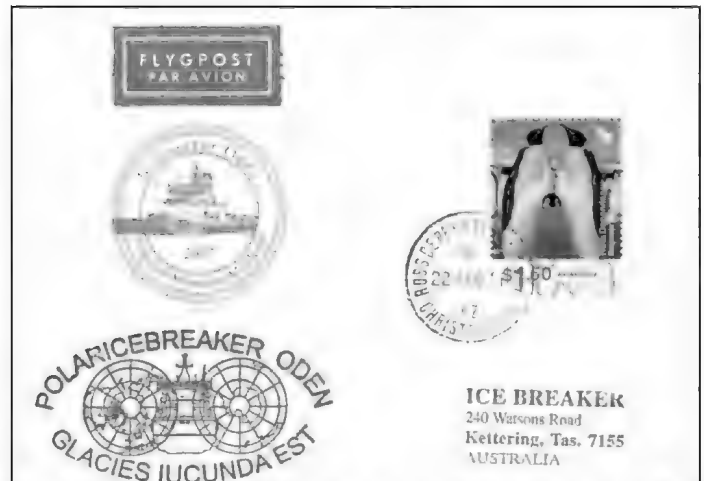
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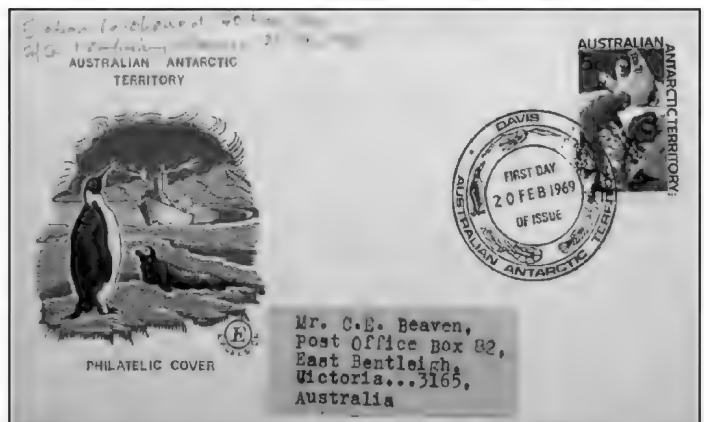
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ANTARCTIC PHILATELY



Above: Stamps covers kindly supplied by Klaus Arne Pedersen, NZ
Right: Jon Stephenson looking at an image from his expedition in 1957-58.

Below Left: Mawson station opening. First mail 15 February 1954
Below Right: Davis Station. Opened 14 January 1957, but closed temporarily 25 January 1965 while 'old' Casey was being built. Davis re-opened 20 January 1959.
Stamp covers supplied by Gordon Bain, Tas.



POLAR CALENDAR



5	June	2007	World Environment Day.
8	June	2007	Tasmanian Polar Network meeting. 11.00 am-1.00pm. Technopark. Glenorchy, Tas.
14-16	June	2007	SCAR action group in Environmental Contamination in Antarctica (ECA) meeting. Venice, Italy. Contact capoda@unive.it
15-24	June	2007	Antarctic Midwinter Festival. Hobart, Tasmania. See www.antarctic-tasmania.info for further details of a wide range of events. NB The Longest Night Film Festival will not be screening any polar films this year. There will be no Midwinter Dinner this year.
16	June	2007	Adelaide Midwinter Dinner, South Australia.
17	June	2007	Brisbane Midwinter Dinner, Queensland.
17	June	2007	Canberra Midwinter Dinner, ACT.
17-20	June	2007	Cryogenic Resources of Polar Regions. Salekhard City, West Siberia.
22	June	2007	Melbourne ANARE Club Midwinter Re-union and Dinner, Victoria.
25-29	June	2007	International Association of Antarctic Tour Operators (IAATO) meetings. CCAMLR building. Hobart, Tasmania.
30	June	2007	NSW Midwinter Dinner, Sydney, NSW.
2-3	July	2007	International Sea Ice Summer School. Svalbard.
2-6	July	2007	Antarctica 50 Years on the Ice – Just the Tip of the Iceberg. Wellington, NZ. For further details contact www.antarcticanz.govt.nz
9	July	2007	COMNAP XIX meetings. Washington D.C. USA.
28	July	2007-	XXVII INQUA Congress (Antarctic session: Climate and Ice in Antarctica and the
3	August	2007	Southern Ocean since the LGM). Cairns, Queensland.
20-24	August	2007	First Circumpolar Conference on Geospatial Sciences and Applications. Yellowknife, Northwest Territories, Canada.
26	August	2007-	10 th International Symposium on Antarctic Earth Sciences. Santa Barbara, California,
1	September	2007	USA.
29-31	August	2007	Polar Dynamics: Monitoring, Understanding and Prediction. Bergen, Norway.
3-7	September	2007	6 th International Penguin Conference. University of Tasmania. Hobart, Tasmania. Contact: penguins2007@iprimus.com.au
25-27	September	2007	ISCORD 2007. 8 th International Symposium on Cold Region Development. Tampere, Finland. Contact: kaisa.verlainen@ril.fi .



According to Dr. Eric Woehler, Convenor of the Conference, over 100 offers of oral presentations and more than 40 poster offers have been received to date. Attendees should register before 30 June 2007. An open forum/workshop on the conservation of little penguins will be held on Wednesday 5 September. Delegates have been offered pre- and post-conference bird-watching trips to Bruny Island, Bicheno, around Hobart, and the Tasman Peninsula.

Several companies have expressed interest in displaying their goods and services and more are welcome to contact the Convenor to arrange display space as soon as possible. For further details: penguins2007@iprimus.com.au. [Image © V. Tucker & 6th IPC]

INTERNATIONAL POLAR YEAR: www.ipyeducation.org.au

International Polar Year will run from **March 2007 - March 2008**. Antarctic Tasmania, in conjunction with the IPY Australian Education, Outreach and Communication Committee, has launched an IPY website to enable organisations to promote polar activities or events held during IPY. If you are planning an IPY or polar related event (or know someone who is) then please contact Antarctic Tasmania. (www.Antarctic@development.tas.gov.au) for the flyer and application form and return it to the committee secretariat (full details on website - www.ipyeducation.org.au). Alternatively, if you are not planning an event, but know of groups or organisations that would be interested in promoting the site, then please pass the web address to them.

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SHIPPING & AIR CALENDAR



1	September 2007-	(to be selected)	V1	Marine Science.
17	October 2007			
20	October 2007	(to be selected)	V2	Departs Hobart for Casey Station.
30	October 2007-		V2	Casey Station.
1	November 2007			
27	November 2007		V2	Arrives Hobart.
30	November 2007-	(to be selected)	V3	Marine Science.
30	January 2008			

FLIGHT SCHEDULES (to be confirmed)

15	October 2007	CASA 212	C01, C02	Hobart to Casey.
4	November 2007	CASA 212	C03, C04	Casey to Davis.
10	November 2007	CASA 212	C05, C06	Davis to Mawson.
10	November 2007	CASA 212	C07, C08	Mawson to Davis.
15	November 2007	AIRBUS A319	A01	Hobart to Casey and return.
15	November 2007	CASA 212	C09, C10	Davis to Mawson.
15	November 2007	CASA 212	C11, C12	Mawson to Davis.
20	November 2007	AIRBUS A319	A02	Hobart to Casey and return.
1	December 2007	AIRBUS A319	A03	Hobart to Casey and return.
15	December 2007	AIRBUS A319	A04	Hobart to Casey and return.
20	December 2007	AIRBUS A319	A05	Hobart to Casey and return.
30	December 2007	AIRBUS A319	A06	Hobart to Casey and return.
15	January 2007	AIRBUS A319	A07	Hobart to Casey and return.
30	January 2007	AIRBUS A319	A08	Hobart to Casey and return.

For up-to-date information on all Australian Antarctic shipping and flight details, check www.aad.gov.au.
For other Southern Ocean and Antarctic ships due in Hobart Port, see www.tasports.com.au.
The shipping schedule for *L'Astrolabe* will be finalised later this year.

2007-2008
国际极地年中国行动启动纪念

China Programmes

2007-2008国际极地年
INTERNATIONAL POLAR YEAR

1.20⁵

CHINA

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TasPorts: Hobart Linking Antarctica to the World



In the beginning...

Ever since 1911 when Sir Douglas Mawson launched his expedition to Antarctica from Hobart, the Port has been inextricably linked to the Antarctic continent.

While Tasmania's capital city port has been the point of departure for many famous explorers since, in recent years adventurers, eco-tourists and scientists have based themselves in Hobart to reach Antarctica and the southern islands.

Hobart – International Antarctic Capital

Recognised as a major centre for Antarctic science, research, management, education and logistics, Hobart is also home to a diverse range of Antarctic industries and organisations around which a large and vibrant Antarctic community has developed.

Hobart's offering is unique

From Hobart you have access to world-class expertise in Antarctic and temperate marine research, logistics services and education in a sophisticated and politically stable environment.

Tasmania is also an ideal stepping off point for visiting Macquarie Island, a World Heritage Area and biosphere reserve including its surrounding waters which are also

a protected environment. The island and its surrounds are a focus for historic interpretation, tourism and major scientific studies.

Antarctic Airlink

The selection of Hobart as the preferred departure point for an Australian Antarctic Airlink will ensure Australia remains an international leader in this field, by supporting and enhancing our research capabilities. The jet service will also allow rapid access to Australia's Antarctic stations in the event of emergencies, such as a medical evacuation, which will help resolve some of the challenges that face Australian researchers.

Operational gateway

Hobart is a conveniently located, well-serviced, cost-effective and strategically important base for Antarctic, sub-Antarctic and Southern Ocean programs. These attributes make Hobart, and Tasmania, an ideal choice for logistics, management and research endeavours.

Why use Hobart as a port

The regional port of Hobart services bulk commodities and general and container cargo, and supports scientific, tourist, recreational and maintenance facilities. It is also an important port for international and regional

ships accessing the Antarctic, sub-Antarctic and Southern Ocean waters. Vessel operators and crew members calling into Hobart have access to fuel, provisions, stevedoring, maintenance, accommodation and recreational services.

Logistics and provisioning

Tasmania is known globally for the quality of its produce, cold climate technology, Antarctic, Sub-Antarctic and Southern Ocean research and the delivery of Antarctic-related education. Tasmanian enterprises supply a substantial amount of provisioning support to Antarctic expeditions and tour operators in the Southern Ocean.

Tasmania's road, air and sea networks provide reliable means for timely transport and delivery from all areas of mainland Australia and Tasmania.



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